

OUR JOBBING DEPARTMENT  
HAVING been REPLENISHED with a large assortment of the latest European and American NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

\* CHINA MAIL \* OFFICE.

# The China Mail.

Established February, 1843.

THE 'HONGKONG CHINESE MAIL'  
報字中國  
Hongkong Wu Te Yat Po.  
ISSUED DAILY.  
C. G. W. MAR.,  
Manager and Publisher.  
SUBSCRIPTION:  
One Dollar per year, payable in Hongkong, \$1.00 per month,  
including postage.

VOL. XLX. NO. 9907.

號五十一年四十九百八十一英

HONGKONG, THURSDAY, NOVEMBER 15, 1894.

日八十一年十月

PRICE, \$2 PER MONTH.

## AGENTS FOR THE CHINA MAIL

LONDON.—F. ALGER, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & CO., 30, Denmark, GORDON & GOODE, Ludgate Circus, E.C. BATES HENRY & CO., 37, Walbrook, E.C. SAMUEL DRAGON & CO., 150 & 164, Leadenhall Street. W. M. WELLS, 101, Cannon Street, E.C. ROBERT WATSON, 160, Fleet Street.

PARIS AND EUROPE.—MAYER, MAYER & CO., 18, Rue de la Grange-Bateliere.

NEW YORK.—J. STEWART HAPPE, THE CHURCH EVANGELIST OFFICE, 62, West 22d Street.

SAN FRANCISCO, AND AMERICAN PORTS generally.—BEAN & BLAINE, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOODE, Melbourne and Sydney.

CEYLON.—W. M. SMITH & CO., THE APOTHECARY CO., Colombo.

SINGAPORE, STRAITS, &c.—KELLY & WALSH, LTD., Singapore.

CHINA—MACE, A. A. DA CRUZ, AMY, N. MOALE & CO., LIMITED, Foochow, Hainan & Co., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yekohama, LANE, CRAWFORD & CO., and KELLY & CO.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000.  
RESERVE FUND.....\$4,600,000.  
RESERVE LIABILITY OF PROTECTORS.....\$10,000,000.

COURT OF DIRECTORS:—

C. J. HOLLIARD, Esq., Chairman.

J. S. MOSE, Esq.—Deputy Chairman.

R. M. Gray, Esq. Hon. A. McConachie, H. Hopkins, Esq. S. C. Michaelson, H. H. Joseph, Esq. E. C. Macmillan, Hon. J. J. Kieswiler, D. P. Sisson, Esq. Julius Kramer, Esq.

CHIEF MANAGER: Hongkong—T. JACKSON, Esq.

MANAGER: Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., Ltd.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent, per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months 3 per cent, per annum.

" 6 " 4 "

" 12 " 5 "

T. JACKSON,  
Chief Manager.

Hongkong, August 18, 1894. 332

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....£1,000,000.  
SUBSCRIBED CAPITAL.....£600,000.

HEAD OFFICE—HONGKONG.

Court of Directors.  
D. GRIMES, Esq. H. SPENCER TURNER, Esq.  
CHAN KEE SHAN, CHAN TUNG SHAN, Esq.  
KWAN HOI CHUEN, Esq.  
Geo. W. F. PELLATT.  
Interest for 12 months Fixed 5%.

Hongkong, October 23, 1894. 1117

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

T. JACKSON,  
Chief Manager.

Hongkong, May 15, 1893. 1515

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000.  
SUBSCRIBED.....£1,250,000.  
PAID-UP.....£602,500.

Bankers:

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 3% per annum on the Daily Balance.

ON FIXED DEPOSITS:—

For 12 Months.....5%

" 6 Months.....4%

" 3 Months.....3%

JOHN THURBURN,  
Manager, Hongkong.

Hongkong, June 15, 1893. 228

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

AUTHORIZED CAPITAL.....\$2,000,000.  
CAPITAL CALLLED UP.....\$1,000,000.

BANKERS:

CAPITAL & COUNTIES BANK, LIMITED.

Head Office:

3, PRINCE'S STREET, LONDON.

Branches:

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:

PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST

Allowed on Current Accounts and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHARTEY INCHBALD,  
Manager.

Hongkong, November 6, 1894. 247

## Intimations.

KIUNGCHOW DISTRICT.  
LOCAL NOTICE TO MARINERS,  
No. 2.

Sunken Rock S. E. of Hainan Head, in  
Inner Passage, Hainan Straits.

WITH reference to BRITISH ADMIRALTY  
NOTICE to MARINERS:  
No. 410—China Station  
China Sea, Tonking Gulf.

Hainan Strait.

Sunken Rock S. E. of Hainan Head.

NOTICE is hereby given that the ROCK

described in the above NOTICE has BEEN

FOUND by Captain MYRNE of the Revenue

Steamer LIZARD to have a depth of 18 fms.

at low water spring tides on its shallowest

part. Its position can be found on the

chart by measuring a distance of one and

6/10 miles to the direction N. 69° E. Mag.

from the head of Singing Palm.

The approximate geographical position is

Lat. N. 20° 3' 30"

Long. E. 110° 42' 30"

For the present and pending further

notices, vessels are warned to adhere closely

to the directions attached to Notice to

Mariners No. 261 of the 17th December,

1892, notifying the buoyage of the Hainan

Straits, as below:

" Directions.

" With the Buoyage in the positions de-

scribed, the best track for vessels to

" follow when using the South Channel:

" is to pass 3 cables eastward of the

" Margie Rock Buoy and then to pass

" the Hainan Head Bank Buoy at

" about the same distance, taking care

" to guard against being set towards

" the shore, and remembering that it is

" safe to borrow towards the Banks on

" the starboard hand, of which the lead,

" which should be kept going, will give

" warning, while on the other side the

" bottom is rocky and uneven, and the

" lead gives no warning. The Hainan

" Rock Buoy may be rounded at a dis-

" tance of 1 cable or more at dis-

" cretion."

C. J. PRICE,  
Acting Harbour Master.

Approved,

F. S. UNWIN,  
Acting Commissioner of Customs.

Custom House,  
Kiungkow, 6th November, 1894.

In the Matter of TAM KIT, Deced.

NOTICE is hereby given that as from

the 20th day of October, 1894, the

INTEREST and RESPONSIBILITY of the late

TAM KIT in the SUN SHING BANK, No.

No. 77, and 79, Wellington Street, GRANDE

to exist, and that as from that date the

Undersigned TAM CHAN SHI became

and now is the Sole Person carrying on

Business under the said Firm name of

SUN SHING;

and further that the Estate of the said

TAM KIT is solely liable for all Debts and

Liabilities and is solely entitled to all

Assets of the said Firm up to the said 20th

day of October, 1894.

WONG CHUK YAU (友竹賀),

AND TAM YUK SHAN (瑞玉譯),

Executors.

TAM CHAN SHI (天陳譯).

1825

CHINA FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1893.

SHAREHOLDERS are hereby requested

to send in to this Office a List of their

Contributions for the Year ending 31st December

last, in Order that the DISTRIBUTION of

the PROFITS reserved for Contributors

may be arranged.

Returns not sent in before

the 30th Instant will be made up by the

Company, and no subsequent Claims or

Alterations will be allowed.

By Order of the Directors,

JAS. B. COUGHTRIE,  
Secretary.

Hongkong, November 1, 1894. 1754

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1893.

SHAREHOLDERS in the above Com-

pany are requested to furnish the

Undersigned with a List of their Contri-

butions for the year ending 31st December

last, in Order that the DISTRIBUTION of

the PROFITS reserved for Contributors

may be arranged.

Returns not sent in before

## Entertainments.

**HARMSTON'S GRAND CIRCUS.****ROYAL MENAGERIE  
OF  
PERFORMING ANIMALS.**OUR SECOND PROGRAMME  
ADMITTED TO BE BETTER THAN  
THE FIRST ONE.GILBERT'S SOMERSAULT ACT,  
EVOLUTIONS MID-AIR.THE AUSTRALIAN HORSE  
BEE-MONSEN'S MARVELLOUS  
7 FOOT JUMP.LEO HERNANDEZ' DEN OF TRAINED  
LEOPARDS.**TO-NIGHT! TO-NIGHT!**MATINEES EVERY WEDNESDAY  
AND SATURDAY AFTERNOONS.  
Doors open at 2, to commence at 3 sharp.  
Children Half-price to all parts of the Circus.TICKET OF ADMISSION.  
Boxes of 6 Chairs \$12.00  
Single Seats in Boxes 2.00  
Dress Circle Chairs 1.00  
Stalls, Carpeted Seats 50  
Gallery (for Chinese only) 30SPECIAL RATES for the ARMY and  
NAVY. Soldiers and Sailors in uniform  
will be admitted to the (Stalls) Carpeted  
Seats for 30 cents each.BOX PLAN at BELLY & WALSH,  
where Seats can be reserved.ROBERT LOVE,  
Manager.  
S. REICH,  
General Agent.

Hongkong, November 15, 1894. 1836

## To-day's Advertisements.

**COMPAGNIE DES MESSAGERIES  
MARTIMES.****PAQUEBOATS POSTE FRANCAIS.**FOR SHANGHAI, KOBE AND  
YOKOHAMA.The Co.'s Steamship  
*Amoy*.Capt. Durov will be  
captain for the above  
Ports TO-MORROW (FRIDAY), the 16th  
Instant, at Daylight.For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, November 15, 1894. 1842

FOR SHANGHAI.

The Steamship  
*Li Foo*.Capt. Winsor will be  
despatched for the above  
Port on SATURDAY, the 17th Instant, at  
Daylight.For Freight or Passage, apply to  
CARLOWITZ & Co.

Hongkong, November 15, 1894. 1823

**INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.**

FOR MANILA VIA AMOY.

The Co.'s Steamship  
*Yuensang*.Capt. Wardlow will be  
despatched as above on  
SATURDAY, the 17th Instant, at 4 p.m.This Steamer has superior Accommodation  
for First-class Passengers.For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, November 15, 1894. 1839

FOR SINGAPORE, HAVRE AND  
HAMBURG.(Calling at NAPLES for landing Passengers  
if sufficient inducement offers).(Taking cargo of through rates to  
ANTWERP, AMSTERDAM, ROTTERDAM,  
LISBON, OPORTO, LONDON,  
LIVERPOOL and BREMEN.)The Steamship  
*Priok*.Capt. E. CHRISTIANSEN,  
will be despatched for the  
above Ports on THURSDAY, the 22nd  
Instant, at 4 p.m.This Steamer has superior Accommodation  
for First and Second Class Passengers  
and carries a Doctor and a Stewardess.For Freight or Passage, apply to  
SIEMSEN & Co.,  
Agents.

Hongkong, November 15, 1894. 1840

SHIRE LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

The Steamship  
*Rutlandshire*.

Capt. DAVIDS, K. N. R.

will be despatched as  
above on or about FRIDAY, the 23rd Inst.For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, November 15, 1894. 1838

NOTICE.

**COMPAGNIE DES MESSAGERIES  
MARTIMES.****PAQUEBOATS POSTE FRANCAIS.**STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLE, LONDON,

HAVRE AND BORDEAUX:

1860

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 28th November

1894, at Noon, the Company's

S.S. SYDNEY, Commandant DELACROIX,

with MAIIS, PASSENGERS, SPECIE,

AND CARGO, will leave the Port to the  
above places.

Cargo and Specie will be registered for

London as well as Marseilles, and a  
receipt in transit through Marseilles for the  
principal place of export.

Bills of Lading will be countersigned by

ARNHOLD, KARBEG & Co.,  
Agents.

Hongkong, November 15, 1894. 1841

STEAMSHIP OKUS.

COMPAGNIE DES MESSAGERIES  
MARTIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London

or Paris, Consignees of Cargo are

hereby informed that their Goods are being

landed at their risk into the Godowns of the

HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

at Kowloon, whence delivery

may be obtained immediately after landing.

Optional cargo will be forwarded on, unless

intimation is received from the Consignees

before 3 p.m. To-morrow (Thursday), requesting

it to be landed here.

Bills of Lading will be countersigned by the  
Undersigned.

Goods remaining unclaimed after THU-

RSAY, the 22nd Instant, at Noon, will be  
subject to rent, and landing charges.All Claims must be sent in to me on or  
before THURSDAY, the 22nd Instant, or they will

not be recognized.

All Damaged Packages will be examined

on THURSDAY, the 22nd Instant, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, November 15, 1894. 1843

AUSTRALIAN LLOYD'S STEAM  
NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID,

SUAKIN, JEDDAH,

MASSAWAH, HODEDDA,

ADEN, BOMBAY,

COLOMBO, PENANG &amp; SINGAPORE.

THE Steamship Position having  
arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and

Valuables, will be landed and stored

at their risk into the Godowns of the

HONGKONG AND KOWLOON WHARF AND

GODOWN CO., LTD.

whence delivery may be obtained.

This Vessel runs on cargo --

From YEN-CHIEN, via Cario,

transhipped to Trieste, from CALUTTA,

ex a.s. Polaris, transhipped at Colombo,

From TRIESTE ex a.s. Imperator, tranship-

ped at Colombo.

Optional cargo will go onto SHANGHAI un-

less notice to the contrary is given before

Noon TOMORROW.

All Claims will be admitted after the

Goods have left the Godowns, and all Claims

must be sent in to the Undersigned before

Noon of the 23rd INSTANT, OR THEY WILL

NOT BE RECOGNIZED.

No Fire Insurance has been effected, and

any Goods remaining in the Godowns after

the 23rd Inst. will be subject to rent.

Bills of Lading will be countersigned by

SANDER &amp; Co., Agents.

Hongkong, November 15, 1894. 1846

Dakin, Cruickshank &amp;

Company, Ltd.

HAVE JUST RECEIVED A CONSIGNMENT

OF

Ilford Dry Plates,

2, 3, 4, 5, 6, 7, 8, 10 x 12,

and are offering the same at

POPULAR PRICES.

CHEAP AND RELIABLE.

Sensitized Albumenized

PAPER,

1 pl. in time.

SHIPPING REPORTS.

The British steamer Yuensang reports

Hil strong monsoon and heavy sea, fine

weather.

The British steamer Haikou reports

Hil moderate N.E. winds, and fine we-

ther throughout. Steamer in Foochow:

Glossay. Steamer in Amoy: Thalea,

Nanoo and Soochow.

To Depart.

For Fook, for Hoihow, 40 Chinese.

For Fukien, for Swatow, 6 European,

and 250 Chinese.

For Ufoot, for Shanghai, 60 Chinese.

To Depart.

For Fook, for Hoihow, 40 Chinese.

For Fukien, for Swatow, 6 European,

and 250 Chinese.

For Ufoot, for Shanghai, 60 Chinese.

To Depart.

For Fook, for Hoihow, 40 Chinese.

For Fukien, for Swatow, 6 European,

and 250 Chinese.

For Ufoot, for Shanghai, 60 Chinese.

To Depart.

For Fook, for Hoihow, 40 Chinese.

For Fukien, for Swatow, 6 European,

and 250 Chinese.

For Ufoot, for Shanghai, 60 Chinese.

To Depart.

For Fook, for Hoihow, 40 Chinese.

For Fukien, for Swatow, 6 European,

and 250 Chinese.

For Ufoot, for Shanghai, 60 Chinese.

To Depart.

For Fook, for Hoihow, 40 Chinese.

For Fukien, for Swatow, 6 European,

and 250 Chinese.

For Ufoot, for Shanghai, 60 Chinese.

## FOOTBALL.

HONGKONG FOOTBALL CLUB v. SUBALTERNS.

Any one accustomed to such events in England would scarcely have concluded that one of the best football contests of the season was going on at the Valley yesterday. Waterloo may have been won on the Eton playing fields, but the smiles of the 'fair' in approval of British's manliest game are not won by an exhibition of it in Hongkong. 'Fellows' were late at noon and play began at 5 o'clock. The Subs were short, and had to take in two outsiders. The Club altered their field somewhat, Macmillan again playing back; Sharp was in goal; McArthur and Campbell were on the right. For 10 minutes or 20 the Club men seemed dubious as to 'who's who' and the Subs came away strong. Result, a corner from throw out of goal. The Club relieved in good style and a centre submitted to Lloyd-Thomson by him converted into a goal in a style that brooked no denial. Play was then for a time, Anderson (H.K.R.) trying some good runs, but getting little support and meeting a lot of opposition from E. W. Macmillan and Michel, the latter spurning one smart rush by a tremendous kick which bounded almost to the goal. Rough tumble followed for a time and Davis gave the girls a rest for a few minutes after getting an unusually sharp spell. Davis and Anderson were the girls of their team and the former put in some splendid work though he got a severe face from the ball just before half-time. Lloyd Thomas out-paced the Subs and had hard luck at the finishing post there.

A couple of goals can be obtained from Jardine's at East Point, and I should advise the Committee to choose the inside course. The water will be better. There will be a slight curve in this course, but what course is there perfectly straight? Rough tumble followed for a time and Davis gave the girls a rest for a few minutes after getting an unusually sharp spell. Davis and Anderson were the girls of their team and the former put in some splendid work though he got a severe face from the ball just before half-time. Lloyd Thomas out-paced the Subs and had hard luck at the finishing post there.

After half-time the Club had a succession of corners. One well-placed by G. Grimes was neatly shot through by Millward. The Subs then played up strongly and the Club's left wing broke down utterly. Holmes being quite used up, Massfield got the ball well forward once after time, and he and Corrigan made good runs, but were too closely harried by the Club's backs to score. Sharp was equal to the occasion and stopped Massfield's one hot shot in fine style. The Club has never been better 'backed' than it was yesterday. Macmillan and Michel worked well together. The latter, perhaps, takes his man a little too ready and strongly, though he was never unfair and by no means the roughest man on the field. With regard to traffic, that is not worth considering, as there is quite as much traffic on the Yaumati side, and it has seldom interfered with the events. A race does not last more than seven or ten minutes, and with the help of a few Water Police boats, a clear course can easily be kept.

## FOREIGN INTERVENTION IN THE WAR.

France joins the other European Powers in suggesting peace between China and Japan.

## FRANCE AND MADAGASCAR.

Paris, Nov. 8.

The blockade of Madagascar ports will be instituted immediately. The campaign will commence in the spring.

## THE CHINA-JAPAN WAR.

THE CHINA-JAPAN WAR.

The Chinese fleet, on 7th inst., dealing with the actions of the Japanese on the Liang-chou Peninsula and the reported investment of Port Arthur, says:

Meanwhile the Chinese in Shanghai, and we presume all over the country, are making a brave attempt to put on an air of national rejoicing, when any other people would be girding up their loins and preparing seriously to meet the enemy. The Shanghai Taishi entertained the Foreign Consuls at an elaborate till party in the City, followed by theatricals; still if the Chinese attach any importance to the telegrams they circulate we fear the feast must have been but a hollow affair, as far as the feelings of the hosts were concerned. But we are not inclined to accept unquestioned any report emanating from Chefoo, or from the Chinese Telegraph employees themselves. Our Correspondent in Chefoo has instructions to telegraph no rumours or what this one or that one believes, but to confine himself to actual facts. He has not wired that Port Arthur has been attacked, and all the telegrams that we have seen merely imply that the foreigners who had arrived from Port Arthur at Chefoo yesterday (6th inst.) reported that they had not attacked, for if the attack had taken place before that, it is obvious they could not get away so easily. They probably assumed the fortresses would likely be the next point terminated in a fight. Not being satisfied with this, one of them gathered a company of nearly 20 of his friends and waited upon his foe in the street, gave him a good thrashing and gouged out both eyes. The family of the blind man moved in the winter and the other has been arrested and is now under trial at the magistrate.

A shopkeeper living in the village called Yung-kuo has been the victim of the yamen runners' squeeze. Some of these squeezers entrusted to detect salt contraband took with them a quantity of this article and placed it inside the shop and then declared that they were goods there contraband and threatened the proprietor of the shop with arrest if he did not give them some squeeze-money; the poor fellow to prevent this gave them some money and the squeezers went away; in a few moments another company of runners went into the shop and made the same demand, till at last the poor man had nothing left to give away all his furniture and other valuable. Finally, he had nothing more to give, his persecutors arrested him and delivered him over to the authorities. He then explained his case but was not listened to by the authorities. His family then wrote a circular narrating the story, but all intercessions on his behalf appear to be useless.—*Echo*.

## SUPREME COURT.

IN ORIGINAL JURISDICTION.  
(Before His Honour Mr. E. J. Adcock,  
Acting Chief Justice.)

Thursday, November 15.

THE LATE FIRM OF RUSSELL AND CO.

The Court was engaged all day hearing Counsel and taking evidence in a suit instituted nearly three years ago against the partners in the bankrupt firm of Messrs Russell and Co. The suit was at the instance of the Hongkong and Shanghai Banking Corporation, Chartered Bank of India, Australia and China, New Oriental Banking Corporation, Limited (in liquidation), Mercantile Bank of India, London and China, and Comptoir National d'Escompte de Paris, against John Murray Forbes, Ng Woon Sun, How Qua, Creasy Evans, Ng Chau Fong, Ho Tang, Ng Lai Chau, Ng Chung Man, Ng Heng Lun and Ng Pak Sun. The Banks claims against Messrs Russell and Co amounted to \$290,000, and for this sum they have already judgment. To cover the debt, the firm of Jameson and Carrig came into court and paid for the Subs. The 'light' was played out in great style till an invisible hand barred further kicking. Club won by two goals to nil.

The Secretary deserves every commendation for his fixtures thus far. The old style of playing game after game against the Regiment could never result in aught save disast, and only the toughness of the Club men turned up. Even these were crippled again and again. The football 'set' is far from numerous, but with a fair chance and reasonable risks, more men will play. Grimes was quite an acquisition yesterday. Practice is greatly needed.

There was a lot of selfish play yesterday, more perhaps among the Subs than among the Club men, and combination was not a strong point in either team.

## REGATTA NOTES.

Considering the changes that have been taking place in the Victoria Recreation Club no one could have predicted any possibility of a successful Regatta this year. There were some who thought that the new Hongkong Boating Club, when started, would rain the old V. R. C., and, anticipating a failure in Regatta matters, many of the older members held aloof. The result has not been as anticipated. Room has been made for the younger members, and instead of having any great difficulty about crews I find no less than six crews selected for the Chairman's Cup. There are nearly forty members rowing in the different events bidden for the Regatta. Of course this year's crews so far are almost entirely made up of griffins, griffins rowing and griffins stroking, not that the strokes are griffins but in several cases this is their first attempt at this responsible post.

I am sorry to find there is a feeling of antagonism rising between the newly-formed Boating Club and the V. R. C., which, if allowed to develop, is likely to interfere with this form of sport by and by. As an old sportsman, I cannot help being grieved at the action of the Committee of the V. R. C. in altering the rule relating to the class of boats in which the open races can be rowed. The rule was made some six or seven years ago that crews could row these races in boats similar in build to the boats of the V. R. C., so that if anyone could build a boat on improved lines it was a distinct advantage. It was a sportsman-like rule, and encouraged sportsmanship. Now the rule has been altered to 'must be rowed in boats the property of the V. R. C.' It does not need 'a pair o' patent double million magnifyin' gas microscopes of hextra power' to see that the V. R. C. Committee, having an eye on the new boats of the Hongkong Boating Club, have sensibly altered their rules to keep out these boats.

It is an un-sportsmanlike and unnecessary proceeding. The V. R. C., I understand, intend to build new boats next year, and if these new boats of the new Club prove more satisfactory than the old Cantous, why not build on their lines? To prove their superiority or inferiority why not let them be used in the Regatta, and meeting on equal terms prove the fact! I remember Major Ellis of the Northlanders, having a boat built that was to kill all the V. R. C. boats below, and there was a lot to say on the matter at the time. He was allowed to row, but his boat was proved to be deficient, and after a trial or two was consigned to oblivion. It is just possible the same result will attend.

They are sure to be out on Saturday, and

I shall keep my eyes open and may be able to say something about it. Making a guess I would say it will consist of Manuk (stroke), Scott, Master, and anybody now; or to have another guess Maruk, Theodore Lammet, Scott and Master. I do not suppose, however, that Theodore will be persuaded to train with any degree of consistency. The choice is not great, but there is great determination to beat the old Club.

It is a pity there is to be no challenge

between the two Clubs.

The old Club stands upon its dignity, —it is as well it has that at stand to stand upon. It thinks the new Club ought to approach it, which is after all, not unreasonable when one comes to think of it. The new Club, on the other hand, feels aggrieved at their boats being debarred from taking part in the Regatta. Again I say it is a pity that there should be the slightest degree of friction, for I believe the existence of two Clubs in Hongkong will be for the ultimate good of sport. Competition does not mean antagonism as some of the V. R. C. members appear to think, and a deterioration on the part of the Boating Club to beat the V. R. C. fours where they meet does not mean that they desire to kill their old Club. Let us hope a better judgment will exist next year. Could not Mr. H. E. Wodehouse, the Chairman of the V. R. C., bring about an amicable cordial?

SPECTATOR.

Training is going on for the Chairman's Cup in rather a slumped fashion. Very few of the crews have yet been out together, and there is a great lack of really good coaches to bring on all the young rowers. The griffins are as green as they were a fortnight ago and I don't see much improvement amongst the crews. Frat's Lammet's crew sticks to its work consistently, but the others go out very irregularly. Hayward ought to pay more attention to his crew, and try to train his bow. That bow will have to get a lot of attention. Duncan, who has been out each night with a scratch crew, has three strong griffins in his boat, and if he is only successful in knocking them into shape they ought to have a good show. The combination is weak, however, and though it would be a dangerous experiment to allow the boat to be stroked by an absolute griffin I think they would give better results if arranged as follows—Duncan (bow), Mollison, Glusing, Mock (stroke). Only hard training and judicious coaching will bring Stocan's crew to the starting point in anything like racing form. E. A. Lammet has a griffin's crew out and out. They won't have a look in if the water is rough. Frat's Lammet's and Grimes' crews are most fancied for this event, and at present Lammet's combination have the advantage. If Grimes can only get his No. 2 to keep a longer stroke it will be the better for the boat. Lammet's No. 2 is also his weak man, and his bow pulls short and carelessly. I do not anticipate first-class rowing in this race this year. The griffins might be prevailed upon to pay more attention to 'style.'

IN SUMMARY JURISDICTION.

(Before His Honour Mr. A. G. Wise, Acting Chief Justice.)

Thursday, November 15.

THE 'KRONBERG' IN COLLISION.

Loung Tso, owner of the Lung Tso, a fishing junk, sued the master and owner of the river steamer Kung-ho for \$1000 as damages caused by the collision, through negligent navigation of the Kung-ho, to the plaintiff's junk, near Lin-tin Island on the 4th Inst.

Mr. J. F. Reese appeared for the defendant, and Mr. H. L. Denys for the plaintiff.

It was shown from the evidence that the junk was anchored near the mouth of the Canton River during the night of the 4th June, when it ran down and sunk.

The defense that no light was exhibited on board the junk was supported by the evidence, and Mr. Wise, therefore, dismissed the action.

The case, which was adjourned this afternoon, is likely to occupy the Court for several days.

IN SUMMARY JURISDICTION.

(Before His Honour Mr. A. G. Wise, Acting Chief Justice.)

Thursday, November 15.

THE 'KRONBERG' IN COLLISION.

Loung Tso, owner of the Lung Tso, a fishing junk, sued the master and owner of the river steamer Kung-ho for \$1000 as damages caused by the collision, through negligent navigation of the Kung-ho, to the plaintiff's junk, near Lin-tin Island on the 4th Inst.

Mr. J. F. Reese appeared for the defendant, and Mr. H. L. Denys for the plaintiff.

It was shown from the evidence that the junk was anchored near the mouth of the Canton River during the night of the 4th June, when it ran down and sunk.

The defense that no light was exhibited on board the junk was supported by the evidence, and Mr. Wise, therefore, dismissed the action.

TELEGRAMS.

(Supplied to THE CHINA MAIL.)

(Via Southern Line.)

LONDON, November 14, 1894.

THE LATE CZAR OF RUSSIA.

The remains of the late Czar of Russia have reached St. Petersburg and have been conveyed to the Cathedral.

FEANCE AND MADAGASCAR.

M. Hanctot has asked for a credit of 65,000,000 francs for the expedition to Madagascar.

MARRIAGE OF THE CZAR OF RUSSIA.

The marriage of the Czar of Russia and Princess Alix will take place one day next week; the exact day has not yet been made public.

JAPAN AND PEACE PROPOSALS.

It is believed that Japan will remain at peace proposals to see that they have captured Port Arthur, and it is considered unlikely that the Powers will take any steps pending the result of the attack.

The United States have offered to mediate in the quarrel.

(From *Le Courier de Saigon*)

OBSEQUIES OF THE CZAR.

PARIS, Nov. 7.

M. Boisdeffre and Admiral Gouraud have gone to represent France at the Obsequies of the Czar.

CHINESE MINISTER IN PARIS.

M. Gouraud, Foreign Minister, received

the Chinese Minister.

I shall keep my eyes open and may be able to say something about it. Making a guess I would say it will consist of Manuk (stroke), Skott, Master, and anybody now; or to have another guess Maruk, Theodore Lammet, Skott and Master. I do not suppose, however, that Theodore will be persuaded to train with any degree of consistency. The choice is not great, but there is great determination to beat the old Club.

It is a pity there is to be no challenge

between the two Clubs.

The old Club stands upon its dignity, —it is as well it has that at stand to stand upon. It thinks the new Club ought to approach it, which is after all, not unreasonable when one comes to think of it. The new Club, on the other hand, feels aggrieved at their boats being debarred from taking part in the Regatta. Again I say it is a pity that there should be the slightest degree of friction, for I believe the existence of two Clubs in Hongkong will be for the ultimate good of sport. Competition does not mean antagonism as some of the V. R. C. members appear to think, and a deterioration on the part of the Boating Club to beat the V. R. C. fours where they meet does not mean that they desire to kill their old Club. Let us hope a better judgment will exist next year. Could not Mr. H. E. Wodehouse, the Chairman of the V. R. C., bring about an amicable cordial?

SPECTATOR.

I shall keep my eyes open and may be able to say something about it. Making a guess I would say it will consist of Manuk (stroke), Skott, Master, and anybody now; or to have another guess Maruk, Theodore Lammet, Skott and Master. I do not suppose, however, that Theodore will be persuaded to train with any degree of consistency. The choice is not great, but there is great determination to beat the old Club.

It is a pity there is to be no challenge

between the two Clubs.

The old Club stands upon its dignity, —it is as well it has that at stand to stand upon. It thinks the new Club ought to approach it, which is after all, not unreasonable when one comes to think of it. The new Club, on the other hand, feels aggrieved at their boats being debarred from taking part in the Regatta. Again I say it is a pity that there should be the slightest degree of friction, for I believe the existence of two Clubs in Hongkong will be for the ultimate good of sport. Competition does not mean antagonism as some of the V. R. C. members appear to think, and a deterioration on the part of the Boating Club to beat the V. R. C. fours where they meet does not mean that they desire to kill their old Club. Let us hope a better judgment will exist next year. Could not Mr. H. E. Wodehouse, the Chairman of the V. R. C., bring about an amicable cordial?

SPECTATOR.

I shall keep my eyes open and may be able to say something about it. Making a guess I would say it will consist of Manuk (stroke), Skott, Master, and anybody now; or to have another guess Maruk, Theodore Lammet, Skott and Master. I do not suppose, however, that Theodore will be persuaded to train with any degree of consistency. The choice is not great, but there is great determination to beat the old Club.

It is a pity there is to be no challenge

between the two Clubs.

The old Club stands upon its dignity, —it is as well it has that at stand to stand upon. It thinks the new Club ought to approach it, which is after all, not unreasonable when one comes to think of it. The new Club, on the other hand, feels aggrieved at their boats being debarred from taking part in the Regatta. Again I say it is a pity that there should be the slightest degree of friction, for I believe the existence of two Clubs in Hongkong will be for the ultimate good of sport. Competition does not mean antagonism as some of the V. R. C. members appear to think, and a deterioration on the part of the Boating Club to beat the V. R. C. fours where they meet does not mean that they desire to kill their old Club. Let us hope a better judgment will exist next year. Could not Mr. H. E. Wodehouse, the Chairman of the V. R. C., bring about an amicable cordial?

SPECTATOR.

I shall keep my eyes open and may be able to say something about it. Making a guess I would say it will consist of Manuk (stroke), Skott, Master, and anybody now; or to have another guess Maruk, Theodore Lammet, Skott and Master. I do not suppose, however, that Theodore will be persuaded to train with any degree of consistency. The choice is not great, but there is great determination to beat the old Club.

It is a pity there is to be no challenge

between the two Clubs.

The old Club stands upon its dignity, —it is as well it has that at stand to stand upon. It thinks the new Club ought to approach it, which is after all, not unreasonable when one comes to think of it. The new Club, on the other hand, feels aggrieved at their boats being debarred from taking part in the Regatta. Again I say it is a pity that there should be the slightest degree of friction, for I believe the existence of two Clubs in Hongkong will be for the ultimate good of sport. Competition does not mean antagonism as some of the V. R. C. members appear to think, and a deterioration on the part of the Boating Club to beat the V. R. C. fours where they meet does not mean that they desire to kill their old Club. Let us hope a better judgment will exist next year. Could not Mr. H. E. Wodehouse, the Chairman of the V. R. C., bring about an amicable cordial?

SPECTATOR.

I shall keep my eyes open and may be able to say something about it. Making a guess I would say it will consist of Manuk (stroke), Skott, Master, and anybody now; or to have another guess Maruk, Theodore Lammet, Skott and Master. I do not suppose, however, that Theodore will be persuaded to train with any degree

## Mails.

## Mails.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,  
VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Gulf (via Nagasaki) WEDNESDAY, Nov. 21, Kobe, Inland Sea at daylight.  
Bogie (via Nagasaki) WEDNESDAY, Dec. 19, Kobe, Inland Sea at daylight.  
Oceania (via Nagasaki) WEDNESDAY, Jan. 9, 1895, at daylight.

THE Steamship ROHILLA, Captain G. C. HENNING, R.N.R., carrying His Majesty's Mail, will be despatched from this for BOMBAY, on THURSDAY, the 22nd November, at Noon, taking Passengers and Cargo for the above Ports. Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. H. JOSEPH, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, November 8, 1894. 1802

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

Tacoma ..... | Tuesday December 11.  
Seattle ..... | Tuesday Jan. 1, 1895.

Victoria ..... | Tuesday Jan. 22/95.  
Tacoma ..... | Tuesday Feb. 26/95.

Seattle ..... | Tuesday March 19/95.

Victoria ..... | Tuesday April 9/95.

THE Steamship TACOMA, Captain V. Powers, sailing at Noon, on TUESDAY, the 14th December, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM,  
Acting Agent.

Hongkong, October 31, 1894. 1746

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
City of Peking (via Nagasaki), Kobe, Inland Sea and Yokohama, at daylight.

Chow, Inland Sea, WEDNESDAY, Dec. 12, at daylight.

Peru (via Nagasaki), Kobe, Inland Sea, and Yokohama, SATURDAY, Dec. 29, at daylight.

THE U. S. Mail Steamship CITY OF SAN FRANCISCO will be despatched from HONGKONG, on WEDNESDAY, the 28th November, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Passenger tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10